PIREP Reporting Process

June 21, 2016

NOC Dispatch
A Requirement to Communicate:

FOM 15.3.6 Turbulence Communication
Revised: 06/29/2015

- Flight Deck Crews and Dispatchers **will** communicate known or potential turbulence before, during, and after flight.

- Flight Deck Crews **must** send turbulence PIREPs to Dispatch…..When sending turbulence PIREPs, include the duration, intensity, altitude, and location of the turbulence.

- During flight, the Pilot and Dispatcher **must communicate** any changes in the forecast or actual turbulence conditions via ACARS or radio to pass real-time turbulence information to other flights.
A Requirement to Communicate:

**FOM 16.7.1 Reports**

The Flight Deck Crew should initiate an advisory report ... if any of the following occur:

- Turbulence greater than light (un-forecast) is encountered at cruise altitude
- PIREP

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**Message history for: SWA861**

- 01/1435 THANK YOU
- 01/1433 THANKS, FL310 MOSTLY SMOOTH
- 01/1426 TURBULENCE REPORT RECEIVED FOR N8653A; ALTITUDE: 32941 WIND DIR/SPD: 250/28 DURATION: CONTINUOUS INTENSITY; LIGHT CHOP LOCATION: 40 SW OF EIC REMARKS: TRYING FL310

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**Message history for: SWA1030**

- 01/1427 TURBULENCE REPORT RECEIVED FOR N7832A; ALTITUDE: 39010 WIND DIR/SPD: 246/72 DURATION: CONTINUOUS INTENSITY; LIGHT TURBULENCE LOCATION: 40 W CLOUD REMARKS: CONT LITE ENTIRE FLT

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**Message history for: SWA2418**

- 01/1422 TURBULENCE REPORT RECEIVED FOR N736CB; ALTITUDE: 34719 WIND DIR/SPD: 236/032 DURATION: CONTINUOUS INTENSITY; MODERATE CHOP LOCATION: 825W MEM REMARKS: 379 NO GOOD
A Requirement to Communicate:

FOM 17.1.1 Operational Control

Dispatcher Responsibility (14 CFR Part 121.533(c))—The aircraft Dispatcher is responsible for:

• Monitoring the progress of each flight
• *Issuing necessary information for the safety of flight*
• Canceling or re-dispatching a flight if, in his opinion or the opinion of the pilot in command, the flight cannot operate or continue to operate safely as planned or released.

Message history for: SWA1030

01/1425  GOOD MORNING

HOW HAS THE RIDE BEEN EAST OF EIC VOR AT FL390?

Message history for: SWA126

01/1426  THANKS
01/1435  GOOD MORNING

SEVERAL OF OUR FLIGHTS BETWN AEK AND MLJ HAVE REPORTED CONG ON CRP OCCSNL MOD CRP AT BOTH FL350 AND FL370
FL390 REPORTED LIGHT CHOP
FL330 CONT LIGHT CHOP FL310 MOSTLY SMOOTH

Projected to be near a PIREP

Flights Affected
SWA2418
A Requirement to Communicate:

Southwest Airlines Co.
Dispatch Standards and Training

2016 Competency Check Questions & Topics

DRM

- Your ability to use all your resources will be monitored. Effective communications with Flight Crews (e.g., relaying PIREPs) and other NOC personnel (e.g., notifying other Dispatchers of MEL changes and turbulence as well as keeping SODs informed of irregular ops and delays) will be expected.
- Use of RRM model will be evaluated

PIREPs

- Demonstrate how to read a PIREP
- Demonstrate how to enter a PIREP into the AWC system
- You will be observed on your ability to monitor, solicit, and send PIREPS to flights on your desk
Being a Good Aviation Partner in the National Airspace System

Southwest Airlines shares PIREPS with the aviation community.
Southwest Airlines Dispatchers enter PIREPS into the NAS via the Aviation Weather website. LAT & LON entries for location are possible.
A Total Turbulence Solution

Southwest Airlines uses a combination of WSI SIGMETs, WSI FPG Charts, TAPS, and PIREPS as its primary references for adverse weather phenomena reporting and forecasting. This system accurately identifies adverse weather phenomena that may affect the safety of flight.

Southwest Airlines Flight Crews are automatically sent WSI SIGMETS via ACARS for the following events if they occur along their line of flight:

• Moderate, occasional severe, and severe turbulence
• Scattered-broken, broken, and solid thunderstorms
• Occasional severe and severe icing

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CN 28833
WSI SIGMET-TURB
Valid: 20121018T1515Z until
20121018T1800Z
Type: CAT
Intensity: MOD/MDT
Level: FL130-FL170
Movement: 67deg 10kt
TURBC ASSOC WITH MID
LVL SPEED/DIRECTIONAL
WIND SHEAR.
Area: 45ENEFLM
40WBKW
50NWVXV
30SSEU
ID: 2883
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A Total Turbulence Solution

Dispatchers are *Automatically* Alerted as Flights near Moderate or Greater Turbulence PIREPS. By selecting either “send” directly from the alert, or selecting the envelope from the Advisory a copy of the PIREP is sent to the Flight Crew.
A Total Turbulence Solution

TAPS (Turbulence Auto-PIREP System) is an automatic turbulence reporting system. This provides turbulence data directly from instrumentation on the aircraft, eliminating the subjectivity of manual turbulence severity reports. Altitude, temperature, and wind barbs associated with the TAPS report are provided. TAPS integrates with Fusion flight tracking and WSI Pilotbrief Optima to provide real-time, location-oriented graphical and textual reports of turbulence.

<table>
<thead>
<tr>
<th>Intensity</th>
<th>Icon</th>
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<tbody>
<tr>
<td>Smooth (heartbeat)</td>
<td>![Icon]</td>
</tr>
<tr>
<td>Very Light (ride quality)</td>
<td>![Icon]</td>
</tr>
<tr>
<td>Light</td>
<td>![Icon]</td>
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<tr>
<td>Moderate</td>
<td>![Icon]</td>
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<tr>
<td>Severe</td>
<td>![Icon]</td>
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A Total Turbulence Solution

TAPS Turbulence Advisories
Turbulence Advisories are depicted by blue circles. These advisories are issued for significant TAPS and PIREP Advisories in a general location.
Contact Information

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Southwest